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COUNTRY	<u>East Germany</u>	REPORT NO.	
TOPIC	<u>Wolfsbehringen Airfield</u>		
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EVALUATION		PLACE OBTAINED	
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DATE OF CONTENT			
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DATE OBTAINED		DATE PREPARED	<u>30 September 1954</u>
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REFERENCES			
PAGES	<u>4</u>	ENCLOSURES (NO. & TYPE)	
REMARKS	This is UNEVALUATED Information		
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1. In August 1954, the construction staff of the Volkspolizei (VdA) requested that the surface of Wolfsbehringen airfield be capable of a maximum pressure of 7 kg per cubic cm. This could be guaranteed over the entire field because of its firm under-surface.
2. On 18 August, a commission appeared at the labor office of a Thuringian town and requested that workers for construction work at an airfield in the Haina Forest be hired. The commission stated that construction work at this airfield had been considerably delayed due to a shortage of construction workers for which the labor offices were made responsible. In this connection, mention was made that clearing work was under way at the construction site, a railroad line was being built to the Haina Forest, and that concreting work would begin this year.
3. On 27 August, work was still under way on the spur track to Wolfsbehringen airfield, while the track to Friedrichswerth railroad station was completed. Expansion work was being done on Friedrichswerth railroad station. On 7 September, the track ran beyond Friedrichswerth for a length of 1 to 2 km along the old embankment, where the rails had been dismantled after 1945. At the end of this strip, the track turned toward the Haina Forest. Work was completed on the track to approximately as far as the intersection of the Grossenbehringen-Haina road. Ten low wooden buildings and some brick buildings were seen at the northern edge of the Haina Forest. In late August, demolition work was under way, allegedly for the removal of roots, according to foresters. One forester said that the runway was planned to be more than 2 km long and about 60 meters wide.
4. In September, the official designation of the construction project in Wolfsbehringen still was known as Object No 541. In connection with German agencies and with the Soviet construction staff in Werder, however, the designation "Zoennchen Construction Site" was generally used. Zoennchen was the name of the construction superintendent.
5. In early September, the spur track from Warza to Friedrichswerth railroad

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station was open for traffic which also included passenger traffic. Signals were being placed by Reichsbahn personnel approximately up to 10 September. Material for the construction staff could be transported on the spur track to as far as point 283.8 at the Grossentshringen-Haina road. Work on the entire spur track had originally been planned to be completed by 10 September but was advanced to late September. This new target date, however, would probably not be met. In the area of Friedrichswerth railroad station, 3 side tracks were under construction in addition to the through line already in existence. Since late August, there have been considerable differences between the construction staff and the Reichsbahn. The latter intended to release the Warza-Friedrichswerth railroad line for passenger traffic after 15 October. Thus, the line would no longer be only at the disposal of the construction staff as had originally been planned. The intended measure would make the construction of a fourth side track at the Friedrichswerth railroad station necessary. Therefore, the construction staff protested against the intended measure at the Soviet construction headquarters in Werder which then had ordered the laying of the line exclusively for the airfield under construction. With this protest, the responsible members of the German construction staff also intended to prevent any measures against themselves in connection with the delay of the target dates. The required materials were conveyed to the construction site by trucks up to 10 September. A narrow-gauge field railroad which had connected the spur track and the construction site was meanwhile shifted to the field area in connection with the advanced uprooting and grading work.

6. In early September, clearing work on the scheduled runway was completed and roots were removed on the eastern half of the field. As the ground at the field was very heavy, small roots had to be removed by hand after demolishing and excavation work. This measure meant another delay in the target date. Two large dredgers were used in the southern section of the runway where a strip, about 30 meters wide and 300 meters long, was excavated to a depth of 50 cm. The excavated earth was to be raised in the eastern extension of the runway where the level was too low. During a conference on 8 September it was decided that, because of the delays in the construction work, only half of the runway was to be concreted in 1954. The required construction material such as gravel, chippings and cement were available at the firms, but the material could not be transported to the construction site because the spur track was not yet completed. The construction staff was of the opinion that, upon completion of the spur track, the material would arrive continuously and that concreting work could be done up to mid-January if the weather would not drop lower than 6 centigrades below zero. The Baunion Sued gave the orders for the laying of pipes and drainage work to a sub-contractor, the VEB Weimar. Thus, about 50 men were additionally employed at the construction site in early September. The construction staff planned to give further orders to sub-contractors in order to use its own laborers for work which had been delayed.
7. In early September, the Baunion Sued employed at the construction site a total of 823 workers, i. e. about 300 men less than the authorized strength. In order to make up for the delay, an additional 300 men would be required. Therefore, a new recruiting drive was started by the labor offices. However, little success was expected. Since more and more workers have left the construction site, the salary has been raised by about 5 pfennig per hour. This measure was approved by the Soviet construction headquarters in Werder and the construction staff took over the extra expenses. The following is an example of the difficulty involved in obtaining construction workers: A total of 150 excavation workers were transferred from the construction site at Rothenburg airfield to Wolfsbhringen, however, only 50 men actually arrived there. Skilled workers who had been employed far from their residence for years were apparently no longer willing to work at remote construction sites

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even though a higher salary was being paid. There were plans made to utilize convicts but these plans were finally abolished.

8. For some time, a member of the state security has been present at the field and a security detail of 3 men daily arrived from outside of the field. It has happened repeatedly, that leading personnel of the construction staff were required to undress and have their clothing inspected in the room of the SSD man.
9. The following status of construction work in the billeting area and the construction material dump in early September 1954 was noted:

Billeting area

Nos of installations

- | | |
|----------|--|
| 1 to 10 | Quartering buildings; Nos 1 to 9 completed, No 10 under construction |
| 11 | Shop of the consumers' association, under construction |
| 12 | Wash house; drying room under construction |
| 13 | Culture house completed, except for floors |
| 14 | Messhall, kitchen, storage rooms completed |
| 15 | Bath under construction |
| 16 | Heating room under construction |
| 17 | Building occupied by factory police and room for bicycles, completed |
| 18 | Fire department, completed |
| 19 | Temporary building under construction and housing administration, dispensary, storage room and barber's shop |
| 20 to 26 | Lavatories under construction |
| 27 | Coal shed under construction |
| 28 | Timber shed completed |

Construction material dump

- | | |
|----|--|
| 51 | Storage shed for chippings, under construction |
| 52 | storage shed for gravel, under construction |
| 53 | storage shed for cement, completed |
| 54 | storage for groundlime under construction |
| 55 | coal shed, completed |
| 56 | storage room, completed |
| 57 | dwelling house, completed |
| 58 | offices, completed |
| 59 | completed building ^{housing} / foremen and clerks |
| 60 | tool shop |

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61 central workshop, completed

62 carpenter's shop, completed

63 day rooms, completed

64 storage of construction materials, completed

65 day rooms, completed

66 garage, completed

67 storage of electric equipment and workshop, completed

68 shop for autogenous and electric welding, laboratory, completed

69 shed for steam locomotives

70 sliding platform under construction

71 charging station for electric locomotives, completed

72 forge, completed

73 day room, completed

M mixing installation, under construction

74 day rooms, completed

75 "Ladinskivilla", dwelling house for Soviet officers from Werder

T planned filling station

Comment. For detail information on course of spur track to Wolfsbehringen airfield, [] Work on the runway was delayed because work on the spur track had advanced very slowly. It is believed that, upon completion of the spur track, work on the runway will continue at a normal rate.

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